What is claimed is:

1. A method for forming a driveshaft assembly, comprising the steps of:

forming a tube yoke having a longitudinal axis;

determining a location of overbalance of the yoke about the axis;

forming a tube having a variable first wall thickness extending along circumferential lengths of the tube, the tube including a region extending along a circumferential length of the tube and having a second wall thickness greater than the first wall thickness; and

fitting the tube on the yoke such that the region is spaced angularly about the axis from the location of overbalance.

2. The method of claim 1, wherein the tube has a circular cross section and the region has a center located substantially at a midpoint along its circumferential length, the method further comprising the step of fitting the tube on the yoke such that a center of the region is located diametrically opposite the location of overbalance.

3. The method of claim 1, wherein the tube has a circular cross section and includes a weld seam extending longitudinally along the tube substantially parallel to the axis, the method further comprising the step of fitting the tube on the yoke such that the location of overbalance is aligned with the weld seam.

4. The method of claim 1, further comprising the step of securing the tube to the yoke.

5. The method of claim 1, wherein the step of forming the tube further comprises:

forming a sheet having a width bounded by lateral edges, the first wall thickness being located in first portions of the width, and the second wall thickness being located in a second portion of the width;

rolling the sheet about a longitudinal axis such that the lateral edges are mutually adjacent; and

securing the lateral edges together by welding.

6. The method of claim 1, wherein the step of forming a tube further comprises:

forming a sheet having a width bounded by lateral edges, the first wall thickness being located in first portions of the width, and the second wall thickness being located in a second portion of the width centrally located between the lateral edges;

rolling the sheet about a longitudinal axis such that the lateral edges are mutually adjacent; and

securing the lateral edges together by welding.

7. The method of claim 1, wherein the step of forming a tube further comprises:

forming a sheet having a width bounded by lateral edges, the first wall thickness being located in first portions of the width, and the second wall thickness being located in a second portion of the width aligned with a geometric center of the second portion between the lateral edges;

rolling the sheet about a longitudinal axis such that the lateral edges are mutually adjacent; and

securing the lateral edges together by welding.

8. A method of manufacturing a tube for use in a vehicle driveshaft assembly including the steps of:

forming a sheet having a width bounded by lateral edges, a first thickness extending across first portions of the width, and a region having second thickness greater than the first wall thickness extending across a second portion of the width;

rolling the sheet about a longitudinal axis such that the lateral edges are mutually adjacent; and

securing the lateral edges together by welding.

9. The method of claim 8, wherein the step of forming a sheet further comprises the step of locating the region centrally between the lateral edges.

10. The method of claim 8 wherein the step of securing the lateral edges together further comprises welding the lateral edges together along a longitudinal seam.

11. The method of claim 10, wherein the step of forming a sheet further comprises the step of aligning the region diametrically opposite the weld seam.